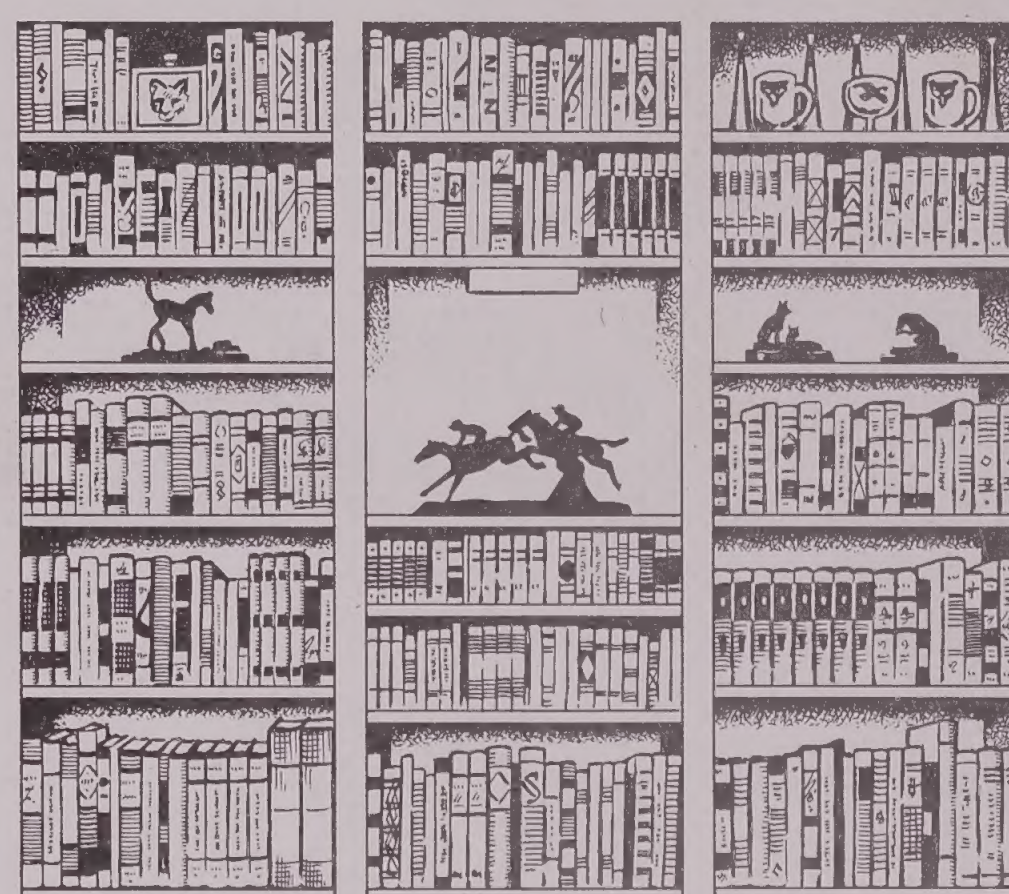


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HOW TO QUALIFY
FOR A MELTONIAN



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LONDON
1819



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How to Qualify for a Meltonian :

ADDRESSED TO

All would-be Meltonians.

By BEN TALLY-HO, *alter*

AUTHOR of "QUALIFIED HORSES AND UNQUALIFIED RIDERS;" "SPORTING DISCOVERIES, OR, THE MISERIES OF HUNTING;"

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1819



How to Qualify for a Meltonian.

Addressed to all would-be Meltonians.

MY motive is, to give some little instruction for the qualification of a Meltonian, and at the same time to warn all aspiring persons of the difficulty they have to encounter even in the endeavor at perfection in this extreme of Sporting excellence. The next best thing to *being* a man of high consideration, is to be *taken* for one: to be thought in *any way* like a Meltonian is honour *quantum suf.* for ninety-nine in a hundred.

You have here six conspicuous points of Meltonianship, accompanied with some slight remarks; and should any one have the good fortune to accomplish but *three* out of the *six*, he will stand a fair chance of being taken for *another*---at any rate, that he is not *himself*.

BEN TALLY-HO.

How to Qualify for a Millionaire

Success is not a matter of chance.

MY motive is to give some little instruction for the attainment of a million and the same time to warn all aspiring persons of the difficulty that they so encounter even in the endeavor at perfection in this extreme of sporting excellence. The most best thing to bring a man of high consideration is to be taken for one; to be thought in any way like a millionaire is honor. Quantum say for ninety-nine in a hundred. You have here six conspicuous points of Millionaireship, accompanied with some slight marks; and should any one have the good fortune to accomplish but three out of the six, he will stand a fair chance of being taken for another -- at any rate, that he is not himself.

BEN TALLYHO.

Plate I. HOW TO GO TO COVER.

Be careful, even in your ride to cover, to sit with great apparent ease and grace, however uncomfortable the thing may be in reality. Let your horse be thorough-bred, and never ride at a less rate than sixteen miles an hour. With regard to dress, I shall say but little, as I have given the Costume, as nearly as possible, in the following Plates ; but I must observe, that real Meltonians either are, or affect to be, a very hardy race : they disdain the frock coat used by their forefathers, and appear as here represented. I shall not be surprised in the course of another season to see them (if they are not extinct) dressed in silk caps and jackets.

Plate II. HOW TO APPEAR AT COVER.

Be particular to have a well-qualified horse, for that is invariably the case with real Meltonians ; assume a swing of extreme elegance, and, if you can, appear as if you had entirely forgot that you were on horseback. An appearance of the Meltonian swing may possibly be acquired by strict attention to the qualified men.--- Carry your whip up ; let your curb rein hang carelessly on the horse's neck ; keep the stirrup on the ball of the foot ; and let your horse's dock be only nine inches long. Do all this, and you may be taken for a *real M.*

Plate III. HOW TO RIDE DOWN HILL.

Be sure to ride down hill at top speed. However steep it may be, you must not exhibit the most distant sign of fear. This is a very essential feature of Meltonianism, and one in which the M.s shew their excellent judgment. Even here let your seat be easy and elegant: in fact, the expression of your countenance, and your carriage altogether, should have somewhat the appearance of a tip-top Opera lounge. Be careful to do all this, and you may be taken for a *real M.*

PLATE I. HOW TO GO TO COVER.

The essential point in going to cover is to sit with great poise and grace, and to keep the horse's head in the air. Let your hand be thoroughly steady, and never ride at a less rate than sixty miles an hour. With regard to the horse, I shall say nothing, as I have given the reasons, as nearly as possible, in the following plates; but I must observe, that real Millionaires differ not in their style of riding from the following plates, and I must observe, that real Millionaires differ not in their style of riding from the following plates, and I must observe, that real Millionaires differ not in their style of riding from the following plates.

PLATE II. HOW TO APPEAR AT COVER.

The point is to have a well-dressed horse, for this is invariably the case with real Millionaires; assume a style of extreme elegance, and, if you can, appear as if you had entirely forgot that you were on horseback. After appearance of the Millionaire's way, may possibly be acquired by strict attention to the qualified man. Carry your whip up; let your hand hang carefully on the horse's neck; keep the stirrup on the ball of the foot; and let your horse's back be only nine inches long. Do all this, and you may be taken for a real Millionaire.

PLATE III. HOW TO RIDE DOWN HILL.

Be sure to ride down hill at top speed. However steep it may be, you must not exhibit the most distant sign of fear. This is a very essential feature of Millionaire's, and one in which the Millionaire's excel. Let your hand be steady, and elegant; in fact, the expression of your countenance, and your carriage should be such, as to show that the appearance of a tip-top horse is not a matter of course, and you may be taken for a real Millionaire.

Plate IV. HOW TO TAKE A LEAP.

To imitate in this case, you must by Nature be endowed with great courage, and possess a high-toned set of nerves. Even in the leap, let your seat possess as much as possible of the Meltonian swing. Let your attitude be extremely careless, but at the same time determinedly singular. Pick your leaps high and strong. However extraordinary the leap may be, never appear to think it of consequence. If you should fail in the attempt, carelessly curse your horse, and compare the fence, however large, to any thing extravagant that may suit your fancy, such as a row of peas or cabbages. Endeavour to do all this, and perhaps you may be taken for a *real M.*

Plate V. HOW TO GO THROUGH AN OVERFLOW.

Here you have an opportunity of shewing your courage to the greatest advantage. All common-rate sportsmen would consider this something like madness, unless they were well acquainted with the country. Do what others dare not---ride through every overflow, if straight, with the hounds, even should a river run through it, which, by the bye, you may generally calculate upon, and that you and your horse, on that account, stand a chance of taking a dive somewhat resembling the Hippopotamus in the Niger. Do all this, and you stand an excellent chance of being taken for a *real M.*

Plate VI. HOW TO TAKE THE LEAD.

Very few sporting men arrive at this elevated situation. If, by being well laid in, you have an opportunity of taking the lead, do it at all risks. You must have no more fellow-feeling in fox-hunting, than you have in your political career. Ride straight to your point. Should you be called upon to make your appearance before a coroner's jury, you may calculate on the pleasure you will afterwards receive, by the side of every cover where you are known, to hear, in an under tone, such observations as, *That is one of the most desperate riders in the world, &c.*; and you will have the *satisfaction* of knowing it to be true. Do something like all this, and you may at last be taken for a *real M.*

PLATE IV. HOW TO TAKE A TRIP.

The first and most important thing to do is to choose a good time to go. It is best to go when the weather is good and the roads are dry. You should also choose a good place to go. There are many beautiful places to visit, but you should choose one that is not too far away from home. You should also choose a good way to go. You can go by car, by train, or by plane. If you go by car, you should make sure you have a good map and a good driver. If you go by train, you should make sure you have a good ticket and a good conductor. If you go by plane, you should make sure you have a good passport and a good pilot. After you have chosen a good time, a good place, and a good way to go, you are ready to take a trip. You should enjoy every minute of it.

PLATE V. HOW TO GO THROUGH AN OVERFLOW.

There are many ways to go through an overflow, but the best way is to go through it with a good team. You should choose a good team leader and a good team member. You should also choose a good way to go. You can go by car, by train, or by plane. If you go by car, you should make sure you have a good map and a good driver. If you go by train, you should make sure you have a good ticket and a good conductor. If you go by plane, you should make sure you have a good passport and a good pilot. After you have chosen a good team, a good way, and a good time to go, you are ready to go through an overflow. You should enjoy every minute of it.

PLATE VI. HOW TO TAKE THE LEAD.

There are many ways to take the lead, but the best way is to take it with a good team. You should choose a good team leader and a good team member. You should also choose a good way to go. You can go by car, by train, or by plane. If you go by car, you should make sure you have a good map and a good driver. If you go by train, you should make sure you have a good ticket and a good conductor. If you go by plane, you should make sure you have a good passport and a good pilot. After you have chosen a good team, a good way, and a good time to go, you are ready to take the lead. You should enjoy every minute of it.

How to qualify for a Meltonian.

Plate I.



HOW TO GO TO COVER.

London. Pub. July 15. 1847. by S. & J. Fuller at their Sporting Gallery, 34. Rathbone Place.



HOW TO APPEAR AT COVERT.

Illustrated by J. C. Smith, Esq. of the London and Birmingham Railway Co. 34, Rathbone Place.



HOW TO RIDE DOWN HILL.

London Pub July 16. 1856. by J. & J. Fuller. at their Sporting Gallery, 34, Fathbone Place



HOW TO TAKE YOUR LEAP.

London, Feb. 24, 1879, by S. & J. Fuller, at their Sporting Gallery, 34, Pall Mall Place.





HOW TO TAKE THE LEAD.

London: Published by J. B. Whittaker, 10, Pall Mall, 1851.





